

## McANENY WOULD GIVE SUBWAYS TO B. R. T.

Unless Mr. Shonts Accepts  
the Modified Terms  
Immediately.

## DECISION IS PROMISED SOON

Brooklyn Plan Would Cost the  
City \$135,000,000—Ten  
Year Franchise Enough.

Borough President McAneny, who has been described as having the deciding vote in the Board of Estimate on the subway matter, made it clear yesterday he would vote to accept the offer of the Brooklyn Rapid Transit Company unless the Interborough company agrees to the demands which have been made by the conference committees of the Public Service Commission and of the Board of Estimate.

Mayor Gaynor and Borough Presidents Steers, Cromwell, Gresser and Miller, who have eight out of the sixteen votes in the board, are in favor of the extension of the present subway by the Interborough because it would mean a single fare system. Comptroller Prendergast and President Mitchell of the Board of Aldermen are opposed on the ground that a monopoly would be created. Mr. McAneny has said all along that he wanted to study the situation before committing himself. Had he at any time voted with Messrs. Prendergast and Mitchell it would have made a deadlock in the board. If these three men and President Steers of Brooklyn voted for the Brooklyn company's plan to build a subway system in Manhattan it would be adopted by ten votes to six.

Mr. McAneny dictated this statement at his home yesterday:

"The few remaining details of the Brooklyn Rapid Transit Company's proposition will probably be determined at the next session with the representatives of that company to-morrow. They relate merely to the condition under which the B. R. T. would surrender its perpetual franchise on its South Brooklyn and Brighton Beach lines, which are proposed to be taken over into the comprehensive system which the offer of that company embraces.

"When those matters are determined we will have completed the discussion of the B. R. T. matter and will have then only to hear from the Interborough Rapid Transit Company as to what it is willing to do in the way of modifying its pending offer.

"The procedure which is to be followed in the case of the Interborough company will be. We will present to that company a statement containing all of the suggested modifications of its offer, both those which were made originally by the members of the Board of Estimate and Appointment and those which have been worked out in the course of the present conferences. The Interborough will be asked to indicate exactly what it will do on each of these points.

"There will be no delay at this juncture. If the representatives of the Interborough whom we call back for this purpose think it necessary to lay the statement before the board of directors they will be allowed to do so. But in any such event the directors must act immediately so that we may receive their final reply at the earliest moment.

"It is the plan of the Board of Estimate committee to embody in its report a statement of the offer of what the Brooklyn Rapid Transit Company is ready to do as the result of the negotiations and also to embody the suggested modifications of the Interborough offer and their answers to these modifications.

"The committee will then make its recommendations as to what it believes will be in the interest of the city and will support its recommendations by a review of the evidence which it has taken.

"Until the committee has received the final answer of the Interborough company it cannot be said that it has officially determined upon one course or the other, but it may be stated emphatically that its action on the Interborough company's offer will not represent any recession whatever from the statement of the principal made after its conference with the directors of the Interborough company closed three weeks ago.

"In other words, as was recently remarked in a newspaper editorial, now that the B. R. T. offer has developed into such a comprehensive and lively scheme of competition, if the Interborough wants to get anything it must bid high and quick, and particularly 'high.'"

Originally the B. R. T. asked for a forty year flat term franchise on the entire system, divided into a twenty year original term with a twenty year renewal at the same rental. Mr. McAneny and other members of the conference stated that this would not be acceptable, whereupon Col. Timothy S. Williams, president of the B. R. T., referred the question to his directors and after consultation reported that his company would accept a ten year undetermined franchise on all lines except the Centre street loop line, on which it would ask for a forty year franchise.

This will represent substantially the position of the B. R. T. as reported by Mr. McAneny's committee, except for the proposed adjustment of the perpetual franchise now held by the B. R. T. for its Brighton Beach, Culver, Sea Beach and Rock End lines.

The B. R. T. proposes that the receipts of the new line and of the old lines which were to be made a part of the new system be pooled, that the company receive from the net earnings a fair return on the physical value of the lines which it will

contribute to the system and shall then receive, but without any guarantee, a sum sufficient to cover the interest and sinking fund charges for the securities which it will have to issue for the equipment of the enlarged system.

Next it is proposed that the city shall deduct the interest and sinking fund charges on the bonds it will issue for construction of the new subway lines and that the remaining profits shall be evenly divided between the city and the company.

The company has stated its willingness to operate a tunnel to Staten Island on a 10 cent fare basis, but it stipulates that if the city should insist on a five cent fare the city shall guarantee any losses which may come.

In the conference President Shonts of the Interborough company has refused to concede any of the modifications asked for by the Board of Estimate committee and the Public Service Commission. Mr. McAneny was not willing to discuss this part of the situation yesterday, but he indicated that he was pleased with the competitive possibilities contained in the offer of the Brooklyn Rapid Transit Company.

Mr. McAneny also told what he said were inside facts concerning the ultimatum which the Interborough company served on the conference—that if the B. R. T. were allowed the use of any part of Broadway the Interborough company would end all negotiations with the city. This ultimatum was sent on March 2. On the following day the conference committee sent for President T. S. Williams of the Brooklyn Rapid Transit Company and asked him if he would still be willing to consider the operation of a subway system between all the boroughs if the Interborough company broke off negotiations.

Col. Williams asked time to consult with his directors and at a subsequent meeting with the conference he stated that he had been authorized to negotiate with the city no matter what attitude the Interborough might take. It was then that the conference decided that they would no longer allow themselves to be dictated to by the Interborough company. The representatives of the company were informed of this decision and at the same time were told that the conference had taken up the discussion of the B. R. T.'s plan.

It is estimated that to carry out the plan proposed by the B. R. T. an expenditure of about \$225,000,000 would be needed. Of this sum the city would be asked to contribute about \$135,000,000 for the construction of the Broadway-Lexington avenue subway, with its Woodlawn and Pelham Bay extensions in The Bronx; the new tunnel under the East River at the Battery and the extensions of the Fourth avenue subway in Brooklyn to Coney Island and to Staten Island.

## MISS KELLER'S SCHOOL IN DEBT.

Principal Files into Bankruptcy—Liabilities, \$279,502; Assets, \$331,175.

Miss Eleanor I. Keller, school principal of 37 East Fifty-second street, where she has Miss Keller's School, has filed a petition in bankruptcy with liabilities of \$279,502, of which \$228,204 are secured mostly by mortgages, and nominal assets \$331,175. The assets consist chiefly of the school realty, \$118,000, on which there are five mortgages aggregating \$215,402. The liabilities other than on mortgages are for personal loans, advance tuition fees, supplies, books, etc., and \$3,205 for salaries. Among the unsecured creditors are Mary I. Keller, \$6,500 loan; Alfred Douglas, \$5,411; Florence W. Douglas, \$1,265; Mrs. C. Douglas, \$2,028; Florence Bernheimer, \$1,005; Dr. William Meyer, \$2,010; and Richard Storr, \$318.

Miss Keller has had a school since 1895. She was formerly at 9 East Fifty-fifth street, afterward at 25 West Fifty-fifth street and at 37 and 39 East Fifty-second street since 1906. She erected this five-story building for school purposes. She has been under heavy expenses.

Among Miss Keller's pupils were members of prominent families in New York, who were able to pay her well for their schooling, but some of whom were behind in paying when the school was opened in its new building in 1907. Miss Keller selected from her friends a number who were to serve as an advisory board. Among the persons who served upon it were Egerton L. Winthrop, Jr., president of the Board of Education; Walter Crane, the artist, and Mrs. Lorillard Spencer. At the beginning of the last school year Miss Keller's students came for the day, but latterly she had been taking pupils from the South and West, making her school in part a boarding school.

## REAR ADMIRALS' FLAGS WHIP.

A Little Tangle of Etiquette, but No Harm Done.

Out of the Brooklyn navy yard comes a rumor of discord, a tale of a tangle of etiquette that hinges on the fact that there are two little blue pennants with white stars flying in the wind that ordinarily fly but one. One of the pennants flutters from the foremast of the battleship Connecticut, Rear Admiral Seaton Shroeder's flagship, and the other from the receiving ship Hancock in token of the fact that Rear Admiral E. H. Leutze is commandant of the navy yard.

The story goes to the effect that when the Connecticut came to the navy yard for minor repairs and the mounting of new 14 inch guns Rear Admiral Shroeder had his blue pennant with its two white stars flying and Rear Admiral Leutze and those up on naval etiquette thought that of course the commander of the Connecticut would take down his rear admiral's pennant in view of the fact that there was one already displayed and that Rear Admiral Leutze had attained his rank some time before his colleague.

But the speck of blue stayed put on the Connecticut and the navy yard says that Admiral Leutze was not happy. He went out to the Connecticut and the two admirals had a conversation which ended in an appeal to Washington, say those who know. The Navy Department bethought itself and made a rule that upsets the old precedent that the pennant of the ranking officer shall be the only one displayed. Before this the junior officer usually flew a red pennant in place of the blue, but now it seems that every rear admiral can hang out a flag of his own unmindful of rank or precedent. At any rate that is what is going on in Brooklyn.

Both of the admirals refuse to discuss the question beyond saying that they are good friends.

## HARRIS AND BLANK BLAMED

CORONER'S JURY SPEAKS OF  
"CRIMINAL NEGLIGENCE."

Finds Washington Place Door Was Locked and Girl Died in Consequence—Jury Makes Eight Recommendations, Including One to Fix Responsibility.

The coroner's jury that has been investigating the Washington place fire returned a verdict late yesterday afternoon after a seven hour session holding Isaac Harris and Max Blank, proprietors of the Triangle Waist Company, in whose factory the fire occurred, responsible for the death of Mary Herman, the young operator whose death the jury elected to investigate. The verdict reads as follows:

"We find that the said Mary Herman came to her death on the 25th day of March, 1911, at the premises 27 and 29 Washington place by asphyxiation by smoke, caused by a conflagration that originated on the eighth floor, spreading to the ninth and tenth floors in a manner unknown to the jury, and that the body of the deceased was found on the ninth floor, leading to the stairs on the Washington place side, which door, according to the evidence presented to the jury, was found to be locked at the time of and during said conflagration.

"We find that the deceased attempted to escape by said door and that her failure so to escape was due to the fact that said door was locked.

"We find that Isaac Harris and Max Blank, doing business under the firm name of the Triangle Waist Company, are responsible for the death of the deceased because of their criminal negligence in failing to observe the required legal precautions by leaving said door unlocked.

"Legislation cannot eliminate all loss of life by fire or by panic, but properly enforced laws can certainly lessen the loss of life from these causes. The evidence submitted to this jury shows that there were employed on the eighth, ninth and tenth floors of said premises about five hundred persons, of whom about 80 per cent. were females and of whom about two hundred and thirty-five were employed on the ninth floor, where nearly all the loss of life by smoke and flames occurred.

"We are convinced by the evidence that not only had no attention been given to and no means provided for the hasty exit of those employed in said premises, but on the contrary their safety had been utterly disregarded.

"We find that one of the tables to which the machines were attached at which the employees worked was 78 feet long, that it extended from within 19½ inches of the front wall at one end to within 16 inches of a partition at the other end, thus leaving only two passageways, one of about 14½ inches and one of 18 inches, through which said employees were obliged to pass to reach the stairs and elevators.

"The foregoing is a condition that certainly should not obtain. If there is any law that permits it it should be immediately repealed. If there is no law governing it such a law should at once be enacted which will prohibit such a condition, and the law should be so framed that its enforcement should rest upon one single department of the city government. There should be no divided responsibility.

"It is the opinion of this jury that all fire escapes should be regularly inspected by the Fire Department and when such inspection reveals non-conformity with the law it should be immediately reported in writing to the Bureau of Buildings, which shall at once order the owner of the building on which said fire escape is installed to have such changes made as to make it comply with the law, and the Bureau of Buildings shall have power to enforce such order.

The jury supplemented this verdict with eight recommendations, as follows:

1. That where plans are filed with the Bureau of Buildings for a new building, the application set forth for what purpose the building is to be used; that such building shall be used for no other purpose than that stated unless written permission be granted by the Superintendent of Buildings, who shall issue such a permit only when the building complies in construction with the law governing the class of buildings devoted to this use.

2. That before any building shall be used plans shall be filed with the Bureau of Buildings, showing the location of machinery, tables, exits, etc., together with the number of prospective employees, and that such plans must be approved by the Superintendent of Buildings, who must first determine that the exits will enable all employees to escape in time of emergency.

3. That a compulsory fire drill shall be established where large numbers of employees are assembled.

4. That all factory buildings shall be inspected at least once in six months.

5. That automatic sprinklers shall be installed.

6. That all factory stairways shall be hereafter extended to the roof.

7. That rules shall be posted in large factories telling what to do in case of fire.

8. That an axe shall be placed at all doors of manufacturing places.

After the jury had filed into the jury box the official stenographer, Frederick Baker, read the verdict over to them.

"Is that your verdict?" inquired Coroner Feinberg.

"It is," said Foreman Conover.

Coroner Feinberg thereupon thanked the jury for the excellent work they had done and expressed the hope that their findings would not be disregarded, as had sometimes happened to verdicts in the past.

In return Foreman Conover thanked Coroner Feinberg for the way in which the coroners and the District Attorneys had handled the case.

Hudson County's Medical Experts' Bill in Gaynor Shooting Case.

It cost Hudson county \$4,125 for medical experts in the case of James J. Gallagher, Mayor Gaynor's assailant, who was convicted of assault on Street Cleaning Commissioner William H. Edwards, who intended to kill. Dr. Allan McLane Hamilton received \$1,000 and six other alienists got smaller amounts.

## HOPE CARNEGIE WILL HELP

And Exchange \$5,000,000 Cash for Cummins Securities the Trust Co. Holds.

Andrew Carnegie is reported to be taking seriously the suggestions that he put the Carnegie Trust Company in a position to pay depositors. It was said yesterday that the chances appeared to be in favor of his helping out.

The cash needed, according to an estimate yesterday, comes to about \$5,000,000. It has been figured that by taking over the Cummins properties, Mr. Carnegie would get a return of about 4 per cent. upon his investment.

Among the properties of the Cummins crowd which would pass into Mr. Carnegie's hands are the bonds of the Platt Iron Works, the stock of which Mr. Carnegie already holds. In the list of Tennessee companies which would fall to him the chief is the Cummins-Dennett Company. This is understood to be a paying concern. It is one of the largest dealers in the South in butchers' supplies.

It was announced yesterday that the C. S. Eaton loan of \$10,000 has been paid. The settlement was made through Mr. Eaton's lawyer.

The receiver figures that the Keiran paper, nominally about \$400,000, will bring the company about \$125,000.

The State Banking Department says that it has received only two offers for the assets of the Carnegie Trust Company and that neither as it stands is acceptable. It is thought that both concerns will reconsider and make better offers.

## AIRMEN GET A FALL.

Motor Quits and Aero Comes Down Stern Foremost.

William H. Hilliard, an aviator, with a Leo Stevens, a pupil, as passenger, met with an accident yesterday morning while attempting a flight from the Hempstead Plain aviation field to Montauk Point. The machine was badly wrecked, but the two airmen were not injured.

The accident occurred at about 7 o'clock after numerous successful circuits of the course had been made by the engine. On one trip H. Percy Sherman, president of Williams College Aeronautical Society, had been for a ride.

Hilliard and Stevens started on their cross-country journey and had reached an altitude of about 100 feet over the Motor Parkway when the engine refused to work. Hilliard was making an effort to go higher when the accident occurred and the elevating plane was pointed upward. The machine took a tumble, the tail striking the ground first. Hilliard was thrown forward and Stevens was pinioned between the two planes, which had completely collapsed, all the supports having been broken in the fall. The lever with which Hilliard controlled the machine was carried with him in his tumble from the seat.

The broken parts of the machine were loaded in a wagon and taken back to the shed. Mr. Stevens said the machine would be rebuilt, when another attempt would be made to make the flight.

Mr. Hilliard had been making flights at Hempstead Plain during the last several months. He has carried a number of passengers, including Miss Katherine Draper.

## WILL GUARD HELEN GOULD.

Indianapolis Pledges Protection Against Snatchers and Beggars.

Indianapolis, April 17.—Miss Helen Gould will arrive in Indianapolis to-morrow with a delegation of more than sixty New York visitors to the third biennial national convention of the Young Women's Christian Association, which will open at the First Baptist Church Wednesday.

Local and national Y. W. C. A. officials who are in charge of arrangements for the convention assured Miss Gould protection from "camera fiends" and beggars would be given her while in Indianapolis before she consented to attend the meeting.

Hundreds of attempts by beggars and philanthropists to obtain audiences with Miss Gould have been made already, according to Miss Louise W. Brooks, national business secretary for conferences and conventions. All have been denied and a cordon of Y. W. C. A. attendants will guard Miss Gould during her stay here.

## BOY TOSSED BY A BUFFALO.

Animal Belonging to "101 Ranch" Breaks From Parade in Philadelphia.

PHILADELPHIA, April 17.—A buffalo belonging to "101 Ranch" broke out of the parade to-day at Broad and Thompson streets, charged the crowd and twice tossed Charles Hutton, the thirteen-year-old son of Dr. Hutton of 1287 North Broad avenue, into the air.

As the youngster was about to be tossed the third time his mother caught him up and ran down Broad street. The buffalo pursued, but its keeper and a number of policemen took after it with clubs, diverted and finally subdued it.

The Huttons were hurried to St. Joseph's Hospital, where it was found that the boy's head and body were badly bruised and that internal injuries were probable. His condition is critical. Mrs. Hutton is suffering greatly from shock.

## W. W. COCKS TO MARRY.

Ex-Congressman Can't Get a License at City Hall, However.

Ex-Congressman W. W. Cocks of Westbury, L. I., dropped in at the City Hall yesterday and asked for a marriage license. Miss Jessie Wright of Flushing was with him. The marriage license clerk told them that they couldn't get a license in this county because they are non-residents. Mr. Cocks expressed surprise and the two went away. Mr. Cocks and Miss Wright will be married at the Friends' Meeting House, Stuyvesant Park, on April 20.

Bryan Refuses to Debate With William.

PORT WORTH, Tex., April 17.—William Jennings Bryan to-day refused to debate with Senator Joseph W. Bailey on the tariff question. The challenge was delivered by Gus Shaw of Texas, the former candidate for Governor, who agreed to finance the debate.

Bryan in reply to the challenge said: "I am perfectly able to direct my own course in regard to such matters without any aid whatsoever. I cannot consider the proposition."

DEWEY'S PURE GRAPE JUICE.

DEWEY'S PURE GRAPE JUICE. H. T. DEWEY & SONS CO., 134 Fulton St., N. Y.

## FAIL TO RETURN FOR TRIAL

ATHINA'S OLD SKIPPER AND OTHER OFFICERS NOT ABOARD.

Under Bail Here to Answer Charges of Smuggling Immigrants in—Ship Comes Back From Greece Without Them and With Meningitis Aboard.

The Hellenic Transatlantic Steam Navigation Company's ship Athina, whose captain with several officers and twenty-one members of the crew were arrested on the last visit of the ship to this port, on February 25, on indictments charging conspiracy to smuggle undesirable aliens into the country, got into port again yesterday. Assistant United States District Attorney Allen of Brooklyn was at the pier to take to court the officers who had given bail for their appearance on the ship's next arrival here. He found that a new skipper had brought the ship out and that three other officers were missing.

The arrests were made in February after an investigation which the inspectors said showed that immigrants had paid to be smuggled into the country from Greece and that the smuggling was done with the knowledge of the line's officers and the officers of the ship, either by shipping the aliens as members of the crew or as stowaways or by hiding them in coal bunkers or other places. Nicholas A. Galanos, the port agent of the line, his secretary, Capt. Goulouras, three officers, the ship's surgeon and chief engineer and the twenty-one members of the crew were the ones arrested. The members of the crew were locked up. The others were admitted to bail, the agent of the line in \$20,000 and most of the others in \$10,000 each, for trial on the next arrival of the ship at this port.

Capt. Nomicas brought the ship here this time. Four of the officers under bail had apparently remained abroad. Those who showed up were taken to the United States Circuit Court in Brooklyn and the hearing was put over until Monday. Mr. Allen said last night that if the missing officers did not appear by Monday he would ask to have their bail forfeited. The National Surety Company furnished the bonds.

The Athina was detained in Quarantine for three hours because she had three Greek passengers sick with spinal meningitis. They were taken to Swinburne Island and three others who had been in the same compartment were held at Hoffman Island for observation.

## TO SUMMON PARSON MILLER.

Senate to Probe His Charge of a \$250,000 Sunday Baseball Corruption Fund.

ALBANY, April 17.—With thirty-seven votes for it and none against the Senate to-night passed a resolution offered by Senator Ferris (Dem. of Oneida) directing the Senate Committee on Privileges and Elections to investigate a statement credited to the Rev. O. R. Miller before the Methodist conference at Saratoga recently that "the baseball interests have raised a fund of \$250,000 to secure favorable Sunday baseball legislation."

Sensor T. D. Sullivan and Senator Ferris each have a Sunday baseball bill which the Rev. O. R. Miller opposed at the committee hearing and they want the Rev. Miller summoned before a legislative committee to show, as Senator Sullivan put it, "that he was talking through his hat" when he made that statement before the Methodist conference.

## PRIEST TURNS METHODIST.

Joins Roman Mission After Excommunication of Modernist Friends.

Special Cable Dispatch to The Sun.  
ROME, April 17.—Much surprise has been caused here by the announcement that Father Verdesi, a well known young Roman priest who was formerly secretary to Cardinal Martelli, has left the Catholic Church and joined the Methodist Mission here. His cause for so doing, according to his own statement, is that his confessor, a Jesuit priest of the name of Bricarelli, and the Pope violated the secrets of his confession.

Verdesi says that he asked his confessor to absolve him from the sin of frequenting the company of five Roman priests who were secretly allied with the Modernists. His confessor insisted that he reveal their names and at last forced him to write a statement incriminating his companions of the heresy of Modernism. Bricarelli, he declares, submitted the document to the Pope, who at once excommunicated the accused men. Two of them were professors of theology in pontifical colleges here.

Bricarelli denies coercing Verdesi, insisting that the latter voluntarily authorized him to report the matter to the Pope.

## AUTO'S PRODIGIOUS LEAP.

From Racecourse Into Trees at 90 Miles an Hour—Driver Crushed.

Special Cable Dispatch to The Sun.  
LONDON, April 17.—Rushing past the winning post at a ninety mile an hour clip, a racing automobile at the Brooklands track "took the bit in its teeth" this evening and instead of slowing down and averting to the left, as it should have done, dashed up the steep bank of the course, took a prodigious leap into the air and disappeared beyond the boundary.

Burrying to the spot, the racecraft officials found that the car after clearing a gap thirty or forty feet wide had plunged like a cannon shot into a thicket of trees, cutting a wide swath and tearing branches from the trunks to a height of thirty feet, and had then plunged to earth several feet beyond. A deep hole in the earth marked the striking place, whence the momentum of the machine carried it onward, somersaulting as it went, until it lay a mass of wreckage.

The driver of the car, an experienced racing motorist of the name of Wilkinson, had kept his seat while the machine leaped through the air, but evidently when it struck the trees he was torn from the car by a thick bough. He was found unconscious and bleeding in the underbrush and taken to a hospital at Weybridge. His skull was fractured and his condition is critical. He has been unable to say anything that might give a clue to the cause of the accident, and the cause is so completely wrecked that it is impossible to tell from it why it became unmanageable.

## FEDERALS WIN IN NIGHT FIGHT.

Rebel Leader Surrenders to U. S. Troops—Attack on Juarez To-day.

DOUGLAS, ARIZ., April 17.—The Mexican Federals late to-night captured the first rebel line and are continuing to advance on Agua Prieta.

Antonio Garcia, one of the rebel leaders, has surrendered to the United States troops.

Red Lopez and many rebels under arms are now parading the streets of Douglas. The Mexican Consul will protest if they are not arrested at once.

It is believed the rebels got hold of mesquite with the usual result. They are sneaking across the line in large numbers and are mingling with their sympathizers on this side of the line. American troops are massing in Fourth street prepared to patrol the boundary line.

Gov. Sloan has left for the line to urge Col. Shunk, commanding, to mass the troops along the boundary and prevent the violation of neutrality involved in the rebels crossing the line armed.

EL PASO, April 17.—Twenty-six hundred insurgents are said to have come within twelve miles of Juarez to-night ready to attack by morning.

## HARRIMAN AUTO HIT BY CAR.

Mr. and Mrs. Joseph W. Harriman and Daughter Were in It—None Hurt.

A limousine automobile in which Mr. and Mrs. Joseph W. Harriman and their daughter were returning from the theatre at 11:30 o'clock last night was struck by a Broadway surface car at Fifth avenue and Forty-second street. A mudguard and a lamp on the automobile were smashed and a forward wheel was slightly bent. The Harrimans were able to go on to their home at 20 East Fifty-fourth street in the machine. No one was hurt.

Harriman was not hurt, but the fault lay with the motorman and that Traffic Policeman Ladue had given his chauffeur, James Whitcomb, the signal to go ahead for the turn north. The motorman said that the chauffeur was to blame because he ought to have made the turn behind the trolley car, which was supposed to have the right of way.

## 112 MILES AN HOUR FOR HER.

Mrs. Cuneo Goes Fast Stretch on the Motor Parkway.

Mrs. Joan Newton Cuneo of Richmond Hill, L. I., drove a half mile in a racing automobile yesterday on the Long Island Motor Parkway in 16.1 seconds. This is at the rate of 112 miles an hour. The timing was done by four watches. The American Automobile Association rules don't permit of competitions by women, so the performance is unofficial. Just the same, it is said to be the fastest any woman ever drove.

The car was the Pope Hummer in which Louis Disbrow made world's records from 50 to 300 miles on Pablo Beach two weeks ago. Disbrow was mechanic for Mrs. Cuneo, who is the wife of Andrew Cuneo, the banker.

## FOUR DROWNED FROM ROW BOAT.

Little Craft Caught by a Swell at the Neck of the Sound.

A party of eight Italians set out in a flat bottomed skiff from Crysler's Point, near Long Island City, yesterday afternoon for a row. Out in the tide rip between Fort Schuyler on the Westchester shore and Fort Totten a swell capsized the boat. Mrs. Rose Labatto, 25 years old; her son and daughter, Vito, aged 5 years, and Rose, 2 years, were drowned.

Her husband, Nicolò, was rescued by two soldiers in a boat from Fort Totten, who also saved Paul Scorno, 15 years old, of 16 Marion street, Long Island City, and Julian Gilmore, 26 years old, of 18 Marion street. The Labattos lived at 16 Marion street. Luigi P. Dipollido, 28 years old, of the same address, was also drowned. The soldiers picked up alive the six-month-old baby of Mrs. Labatto. The child's wraps floating in. The baby was taken to the Flushing Hospital. Labatto was unconscious last night at Fort Totten. He has a chance to live.

## DIED A CHRISTIAN SCIENTIST.

Autopsy to Be Made on the Body of a Consumptive the Doctors Gave Up.

Mrs. Mary A. Staples, wife of Harold T. Staples, a chauffeur, died yesterday afternoon at her home on the third floor of the flathouse at 821 West 177th street of tuberculosis. For the last two weeks she had been under the care of a Christian Science healer and had been without medical aid. As there was no physician present when she died Coroner Feinberg ordered an autopsy.

She had been attended formerly by a physician and had been in the General Memorial Hospital, but the case was hopeless and she was advised to go home. Then she called on Albert J. Rowe of 701 West 177th street, a healer in the Third Church of Christ, Scientist, at 125th street and Madison avenue, on April 7.

Mr. Rowe says he called eight times. Last Thursday a physician from the Board of Health called and Mrs. Staples, her mother says, refused to see him. The healer, however, advised that the physician he admitted. The physician made his examination and went away.

The healer says that he advised Mrs. Staples' mother, that if her daughter became much weaker she might as well call in a physician if she cared to do so. Yesterday afternoon Dr. Charles L. Locke was sent for. Mrs. Staples had been dead about fifteen minutes when he arrived. The District Attorney was notified.

## VOTE FOR INCOME TAX.